

FURTHER SHARP RISE IN WHEAT'S FIGURES

More Active Trading on Smaller Primary Receipts--Corn Higher on Light Supplies and Poor Grading.

NEW YORK, December 19.—During the early part of the week domestic wheat markets exhibited a strong tone. The Chicago market was the leader in this respect, and, as noted for several weeks past, the nearby deliveries were especially buoyant. Owing chiefly to the continued meagre movement of wheat toward Western primary markets, those traders who were short of December became extremely uneasy, and when a number of them made a simultaneous effort to cover they found the offerings alarmingly inadequate; hence the price of the nearby delivery was bid up so rapidly that it soon showed a premium of 2-1/2 cents over May, as compared with 3-5 cents on Saturday. The alarm of the shorts was intensified by the various claims that the strike among switchmen in the Northwest was settled without a clear-cut foundation. Naturally, such a state of affairs was not calculated to allay their fears as to the deficiency in the receipts.

Other Factors in the Market.
Another disturbing factor of a similar nature was the surprising heavy reduction in the visible supply. Moreover, the bulk of the foreign news also furnished an incentive for buying. The world's weekly clearances, for one thing, were far below estimated weekly requirements, and led to a large reduction in the floating supply. Another strengthening feature from the other side was a report that less wheat was offered for future shipment from Manitoba, Australia and Argentina. The latter country supplied additional buying stimulus in the form of more emphatic climatic conditions and the injurious effect upon the crop. In consequence, successive estimates from divers sources have all tended to gradually cut down the quantity likely to be available for export, and by many it is now supposed that this quantity will be in the neighborhood of 95,000,000 or 95,000,000 bushels, which is practically the same as reported in the year now drawing to a close.

When the Market Turned.
Toward the middle of the week an increase occurred in the selling pressure, and as the demand seemed to be satisfied for the time being markets relinquished a good part of earlier gains. The increase in selling orders was attributed by some to a more hopeful feeling as to a speedy termination of the railroad strike. Reliable authorities reported that an agreement would soon be reached, and such a belief seemed to be general in the affected territory, as the Minneapolis market became especially weak, December leading with a rapid drop of over 1 cent per bushel in the expectation of a marked enlargement in the receipts before very long. This expectation was based on reports that cars loaded with wheat had been accumulating on sidetracks. Another factor in the market was the favorable government report which gave a larger winter wheat yield than generally expected. 445,366,000 bushels, compared with 437,508,000 last year. This statement, showing an additional winter crop fully 10,000,000 bushels in excess of the guesses of even the most optimistic bears, naturally created a great deal of skepticism among shrewd traders who have long been convinced that our last crop of winter wheat was small.

The Late News.
In the last half of the week wheat markets were decidedly feverish, prices fluctuating with striking frequency and in an erratic way, but in the main the general tendency was to still higher levels. As a rule offerings were small and demand more animated for both accounts. It appears on further and more careful inspection that

the loss caused by the recent frost was more serious than previously imagined. Consequently, revised estimates as to the probable exportable surplus show appreciable reductions, the most radical placing the total at only 74,000,000 bushels, or, roughly, over 20,000,000 bushels less than exported in the current year, and more than 40,000,000 bushels less than predicted several weeks ago.

The Week in Corn.
A far more lively interest was manifested by traders in the corn market, especially in the West, where the dealings were on a much more extensive scale with wide price fluctuations. In Chicago sellers for the decline showed alarm, and in their haste to cover they forced up prices in a startling fashion. Their apprehension was based on the comparatively small receipts and fear of a continued light movement, because of the wet weather and the bad condition of the roads, which prevented farmers from making deliveries at country stations. Nervousness was also caused by fear of poor grading.

WILL DEVELOP FIELD OF MINERAL LIMESTONE

[Special to The Times-Dispatch.]
LYNCHBURG, VA., December 19.—Announcement is made here that B. E. Pancake, of Lynchburg, has secured control for the purpose of developing it one of the best deposits of mineral limestone of Washington and Lee counties in the limestone section of the State. The property lies along the Valley Railroad, near East Lexington, and at no point is more than 125 yards from the railway. The deposit was discovered a year ago by Dr. H. D. Campbell, of Washington and Lee University, and Dr. Marshall Grasty, of the University of Virginia. The vein is from forty to fifty yards wide and shows a face of nearly sixty feet, running through a farm for nearly a mile, parallel with the railroad.

FOSTER RESIGNS PLACE AS SUPERINTENDENT

[Special to The Times-Dispatch.]
NEWBERN, N. C., December 19.—R. P. Foster, superintendent of the Norfolk and Southern Railroad lines south of Albemarle Sound, with offices at Newbern, has tendered his resignation to General Manager L. T. Lamb, effective on December 29, and will return to his old home in Asheville. Mr. Foster came here in 1904 when the Atlantic and North Carolina Railroad was leased to the Howland Improvement Company, and later when the Norfolk and Southern got possession of the lease Mr. Foster retained his position with the new company.

No successor has been announced, and it is reported that the place will not be filled permanently before January 1. Mr. Foster recently bought the Baltimore Box Factory, and will take charge of the business of the company at once.

the Census Bureau to confirm the government's crop estimate before proceeding with further purchases on a large scale in spots, in accumulating supplies necessary for the season at such high prices, or in loading up with further speculative holdings of futures.

The belief prevails that these coming ginning reports may yet show the crop nearer 10,000,000 bales on the actual growth than the government's estimate of 10,088,000 bales, and that the commercial movement for the season will yet turn out near 11,000,000 bales. The Census Bureau's ginning report for the season is announced Monday morning is expected to show 5,400,000 bales of the crop ginned to December 13. Another ginning report is due on January 23, before the final report of the Census Bureau for the season is announced on March 11, giving the total ginning for the whole crop and the net and gross weight of the bales.

PREPARING TO HARNESS THE STAUNTON RIVER

[Special to The Times-Dispatch.]
LYNCHBURG, VA., December 19.—Speculation is rife as to the intention of the Roanoke Electric Company, which has been formed to harness the Staunton River near Brookneal for the purpose of transmitting power here for commercial purposes, and a recent visit of J. R. Monroe, the principal owner of the riparian rights necessary for this purpose, to the place of the proposed dam, which work will be started on the development as soon as the weather opens in the spring sufficiently to permit construction work to be done.

It is known that the owners of the riparian rights on the river have been negotiating for some time with New York capital, and the dam and power plant to take hold of the development, and the owners have turned to others, who do want it.

There seems to be little doubt but that the charter secured recently is backed by Judge E. D. Newman, of Woodstock, who is easily one of the best men in

Grape

All of the now famous Sun-Cured Leaf Tobacco known to the world is grown in a few counties near to Richmond. Every pound of it is sold in Richmond, and the Richmond manufacturers get the cream of the crop from year to year—what outside factories get is simply the "leavings." Hence, the best SUN-CURED CHEWING TOBACCO is MADE IN RICHMOND—indeed, it may be said that none is genuine that is not

Made in Richmond

THE BRAND KNOWN AS

Grape

Is the BEST Sun-Cured Chewing Tobacco made in Richmond.

Therefore GRAPE is the best Old Virginia Sun-Cured Chew in the World.

Some people are sometimes fooled by spurious brands of sun-cured, so called; but no sensible chewer can always be fooled into trying a thing that an impecunious dealer may try to pass off upon him as "just as good as Grape." No alleged "sun-cured" can possibly be "just as good as Grape."

Be Sure You Get the Real Grape

Made in Richmond by

R. A. PATTERSON TOBACCO COMPANY

REMEMBER: The name Patterson on Tobacco stands for Quality.

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There seems to be little doubt but that the charter secured recently is backed by Judge E. D. Newman, of Woodstock, who is easily one of the best men in

the State to push such a project to a successful issue.

The site of the proposed dam is a mile above Brookneal, on the Staunton River. It is twenty-six miles from Lynchburg, eighty from Roanoke and fifty from Danville, while Altavista, the new town at the junction of the Virginia and Southern Railways, is twenty-eight miles away.

RAILWAY CLERKS DEMAND INCREASE

[Special to The Times-Dispatch.]
BRISTOL, VA., December 19.—The Brotherhood of Railway Clerks of the Norfolk and Western Railway system held a meeting here today with the chairing of several divisions, and many of the members of the Brotherhood were in attendance. The meeting was presided over by M. G. Harper, general chairman of the Brotherhood. In the working agreement drafted at this meeting, which will be submitted to the management of the Norfolk and Western, the clerks demand an advance in wages of an average of about 10 per cent, setting forth that this is demanded on account of an increase in the cost of living.

Where to Stop in Virginia.



Most magnificent hotel in the South.

European plan. Rooms single and en suite, with and without baths.

Rates, \$1.50 per day and upwards. Spacious sample rooms. Send for booklet.

Table d'Hôte Dinners Saturday and Sunday evenings, 6 to 9 o'clock, \$1.50 each.

P. M. FRY, Manager.

Summer Resorts.

NATURAL BRIDGE HOTEL
Spend Your Vacation Here
Make your arrangements now. Reasonable rates. You'll have the best time you ever had.
C. H. PAXTON, Natural Bridge, Va.

The Valentine Museum
ELEVENTH AND CLAY STREETS
Open daily from 10 A. M. to 5 P. M. Admission 25c. Free on Saturdays.

NOTICES

TAX NOTICE

Office Collector of City Taxes, City Hall, Richmond, Va., Dec. 19, 1909.
Notice to Taxpayers.

THE LAST HALF OF CITY TAXES, REAL ESTATE AND PERSONAL, IS NOW DUE AND PAYABLE AT THIS OFFICE.
EVERY MALE twenty-one years of age, and EVERY person keeping house or doing business in the city, is assessed for personal taxes. Those who have not paid any city taxes during the year will please call and settle, so as to avoid being posted as delinquent. GRADING, PAVING, PIPE AND SEWER CONNECTION BILLS are also due, and will have to be declared delinquent, if not paid on or before and of year.

FIVE PER CENT. will be added to late half if not paid on or before DECEMBER 31ST.

Interest at SIX PER CENT. also attaches to all bills as soon as reported delinquent.

Particular attention is called to the above, as under an ordinance passed by the City Council there can be no avoidance of the payment of the same.

FRANK W. GUNNINGHAM, Collector of City Taxes.

Steamboats.

OLD DOMINION LINE

FOR NORFOLK AND NEW YORK.
Steamers Brandon and Berkeley. Daily. Leave Richmond (foot of Ash St.) 7:30 P. M. Leave Newport News 7:30 P. M. Arrive Norfolk 8:30 P. M. Arrive New York 11:30 P. M. Connecting with main line steamers leaving Norfolk for New York daily except Sunday 7:30 P. M.

Fare: Between Richmond and Norfolk, \$2. Including stationer's berth, meals, and baggage. Fare to Norfolk and Western Ry. at 3 P. M. and Chesapeake and Ohio Ry. at 4 P. M. also connect with New York steamers.

Night line steamers Brandon and Berkeley, stop at Clarendon wharf to land passengers and on signal to receive them.

VIRGINIA NAVIGATION COMPANY.
James River by daylight for Norfolk; Old Point, Newport News and all James River landings. Steamer, Wednesday and Friday at 7:00 A. M. Fare to Norfolk, \$1.25; second class, \$1.00; meals 50 cents. Freight received for all loadings on Richmond daily, 4:25 A. M. to 5:35 A. M. at 5:35 P. M.

Tickets on sale O. D. S. Co.'s office, 821 E. Main St., or 829 E. Main St. The Jefferson and Murphy's Hotel.

Baltimore Steam Packet Co.

Equipped with wireless telegraphy.

TO BALTIMORE AND THE NORTH VIA NORFOLK AND OLD POINT.

Leave Richmond Daily except Sunday P. M. N. & W. Ry. 3:30 P. M. Norfolk 6:30 P. M. C. & O. Ry. 4:00 P. M. Old Point 7:30 P. M. O. D. S. Co. 7:30 P. M. (one day in Norfolk, Monday, Wednesday and Friday at 7:00 A. M. Fare to Norfolk, \$1.25; second class, \$1.00; meals 50 cents. Freight received for all loadings on Richmond daily, 4:25 A. M. to 5:35 A. M. at 5:35 P. M.

Tickets at all offices. For stationers apply to H. M. BOYKIN, Agent, 830 East Main Street and Murphy's Hotel.

A WONDERFUL OPPORTUNITY

TO VISIT TEN COUNTRIES OF

South America
Offered in the 10,200-mile cruise of the S. S. Bluecher (12,000 tons) Leaving New York, Jan. 22, 1910. Lasts 81 days and costs from \$250 upward. Also cruises to the West Indies and Orient.

HAMBURG-AMERICAN LINE.
41-45 BROADWAY, NEW YORK.

S. H. Bowman, 708 East Main Street, C. O. Allen, care of Richmond Transfer Co.

Financial.

LIFE INSURANCE COMPANY OF VIRGINIA

Incorporated as a Stock Company in 1871.

Issues the Most Liberal Forms of Life and Endowment Policies from \$1,000.00 to \$25,000.00.

With Premiums Payable Annually, Semi-Annually or Quarterly.

All Policies are Non-participating.

Insurance in force, about \$68,000,000
Assets, over 5,000,000
Capital and Surplus, over 1,000,000

JOHN G. WALKER, President.

BANK OF COMMERCE AND TRUSTS

S. E. COR. NINTH AND MAIN STREETS, RICHMOND VA.
DEPOSITORY FOR STATE OF VA. AND CITY OF RICHMOND
A Safe Depository for Your Savings
Business, Personal and Savings Accounts Solicited.
Acts as Trustee, Executor, etc.
Transfer Agent and Registrar

Railroads.

Southern Railway

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published as information and not guaranteed:
6:20 A. M.—Daily—Local for Charlotte.
10:45 A. M.—Daily—Limited—For all points South. Pullman and Day Coach.
6:30 P. M.—Ex. Sunday—Keyville Local.
11:45 P. M.—Daily—Limited, for all points South. Pullman ready 9:30 P. M.

YORK RIVER LINE.

4:30 P. M.—Ex. Sun.—To West Pt., connecting for Baltimore Mon., Wed. and Fri.

4:30 A. M.—Ex. Sun. and 2:15 P. M.—Mon., Wed. and Fri.—Local to West Point.

TRAINS ARRIVE RICHMOND.

From the South: 7:00 A. M., 9:30 P. M. daily; 8:40 A. M., Ex. Sun., 4:10 P. M. Daily. Local.

From West Point: 8:20 A. M., Daily; 10:45 A. M., Wed. and Fri.; 5:45 P. M., Ex. Sun.

S. E. BURGESS, D. P. A., 920 E. Main St. Phone Madison 455.

Richmond, Fredericksburg & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND.

Leave Richmond

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